

THE COMPLETE DINGHY EXPERIENCE

Sailboat

The National Dinghy Show

at

CRYSTAL PALACE

SAT 7th MARCH - 10.00am to 6.00pm

SUN 8th MARCH - 10.00am to 5.00pm

Admission: Adults - £4.50 Children - £1.50

You are invited to join us at this year's dinghy exhibition (admission details overleaf) which caters for beginners to the experienced and promises to keep you in touch with all the latest developments in dinghy sailing. There are many good reasons not to miss Sailboat '92.

Amble through the three halls crammed with dinghies ranging from the beginners' Optimist to the high-tech Olympic Tornado while children "Have-a-go" at sailing in the safe and controlled conditions on the Olympic sized pool. Improve your own sailing techniques by listening to talks from top sailors or watch a film from our video programme that you might not otherwise get to see. Enjoy browsing through the two trade halls; you may pick up a bargain! Visit the clubs, RYA recognised sailing schools and sailing holiday companies for all levels of tuition. You could even go away with a fantastic prize from one of the many competitions!

We look forward to seeing you there!

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For further information contact: 0703 629962

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The Journal of

Wilsonian Sailing Club

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November 1991

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Commodore's Letter . . .

Well, the 1991 season is over, except for the end of the Frodoite, and looking back there seems to have been a very mixed bag of weather. Either too much or too little wind, which may have had something to do with the average turn-outs being down. On the other hand there have been some very adventurous cruises to Garrison Point and Aylesford, with more planned for next season.

The work party season is now on us and we shall be looking for all the support we can get. Our main jobs this winter are:

- Complete the concrete wall on top of the piles put in by the stirling work of Mike and Ray Craddock - contact Ray if you can help as this will be an every weekend job until the concreting is finished.
- Dig out and cast the base for an outside toilet at the rear of the Clubhouse.
- Re-tile and plumb the mens' showers with an additional heater. We shall need tilers and plumbers for this job. Please let Ian Wyatt or myself know if you can help or even take charge of this job.
- We also have urgent work to do on the Race Box deck and the road between the car park and the bends.

Our landlord, Mr Brice, has asked for our co-operation in stopping people who are not Members of the Club from using our roadways. You may have seen that notices have been put up on trees in the woods and at Mr Brice's request we shall place three on our roads and some on the gates at the dinghy park. The only

public footpaths are along the foresters and east/west at the farm crossroads towards the church and Uppar. Please assist if you see strangers wandering about.

John Smith has made a wonderful job of the Duty List this season, but we still have some hiccups. PLEASE when you get the Duty List for next season read the WHOLE thing. We try to give everyone the duties they ask for, but sometimes using the judgement of Solomon we have to give duties that we think long-standing and experienced Members of the Club are capable of doing that are outside those indicated. If you feel that you cannot do these, either let the Duty Secretary know, or get some practice in before your duty. Members of the Committee, Class Captains and Instructors are all willing to help.

We are having a little trouble with road trailers left in the dinghy park. They must be kept clear of the bottom of the fire escape and next season we are going to move the barbecue level with the Clubhouse which will mean keeping them up the hill.

A plea from the House Committee. Please take all cups, glasses and plates back to the kitchen from the changing rooms and dinghy park. Others only have to clear them up.

Finally, the good news. Wendy Ward has again done a wonderful job of looking after the Club's finances and, as you will see elsewhere, we are holding the subscriptions to last year's level with the same discount for prompt renewal.

Tom Sims

Bits and Pieces . . .

I hope that you all have had an enjoyable season although the wind has been a bit flaky this year.

It is now time to consider those jobs that you have been putting off. This also applies at the Club. Below are the work party dates for this coming winter. Please attend at least one of the work parties or if you have a special skill that you can offer the Club, please let me know.

Work Parties

10th	November '91
8th	December '91
12th	January '92
9th	February '92
15th	March '92

For those members who have recently joined the Club, the winter work parties are run for doing maintenance of the Club premises ie. the Club building, roads and grounds.

The Club fees this year are to remain the same as last year. There is also a £5 discount for payment before 31st January 1992 (except for Postal Membership and for a Junior Member's boat or a second Family

Member's boat not raced by an adult, which remain at £5 and £10 respectively).

Family	£68
Single	£53
Under 21	£29
Junior	£29
Country	£29
Associate	£18
Postal	£5

The Club was not required to register for V.M.C. this year due to the change in the rules. The fees for next year represent in real terms an increased income to the Club.

Winter dinghy parking is £25.

The membership this year is about the same as last year with some old Members leaving and some new ones joining.

I wish to welcome the new Members and it has been suggested that a new members' evening should be held when a suitable date is found.

Ray Craddock

On The House . . .

The Laying-Up Supper and Halloween Party was held on Saturday 2nd November at the Club, and a wonderful time was had by all, with an enormous bonfire on the beach, an impressive firework display (despite the very strong wind), a very welcome hot supper, followed by a fancy dress competition for the children.

The annual Dinner Dance is to be held on 29th November at the Masonic Hall, Wrotham Road, Gravesend, 7.00 for 7.30. Please contact Ann Heather (0322-228251) for tickets.

On New Year's Eve there will be a New Year's Eve Party at the Club with an American Supper. So come along to the Club, this evening has been enjoyed by all in previous years.

Finally, I would like to thank all the members of the House Committee and everyone who has assisted this year.

Ann Heather

LIFE GOES ON



Sailing Secretary . . .

Looking back over the last season, we have seen an increase in most class attendances. The Laser fleet has seen the greatest growth from a fleet which at the end of 1990 looked like it would be going into Handicap "A", to the fleet boasting the largest turn-outs; one weekend it numbered a fleet of 11 boats (well done).

Full analysis of average turn-outs is below:

Laser	5.1 boats/week
GP14	5.0 boats/week
Miracle	4.2 boats/week
Handicap A	3.9 boats/week
Handicap B	3.7 boats/week
Tasar	2.5 boats/week
Enterprise	0.5 boats/week

The Enterprise fleet showed the least turn-outs for the year, at 0.5 on average. Due to this and previous low turn-outs it has been decided to abolish them as a fleet and so in future all Enterprises will sail as part of Handicap "B".

On a happier note, the Fireballs within Handicap "A" have showed renewed enthusiasm with their turn-outs and as such will be on trial next year for fleet status. To obtain this goal they have to average 4 boats/week (best of luck).

Prize Winners for 1991

Commodore's

- 1st GP 14 I Parris/P Cussen
- 2nd Tsy M Jones
- 3rd GP14 M Doherty/K Lannox

Bosun's

- 1st= Miracle P Abeolyn/S Loftus
- 1st= Streaker R Jordan
- 3rd Solo J Parsons
- 4th Miracle G McLaren/A McLaren

Ladies'

- 1st Miracle S Smith
- 2nd Comet J Hudson
- 3rd Graduate J Bright

Juniors'

- 1st Laser S Coppen
- 2nd GP14 D Innes
- 3rd Miracle Z Warwick

Leigh Trophy

- 1st GP14 I Parris/P Cussen
- 2nd GP14 R Blyth/A Nother
- 3rd GP14 M Doherty/K Lannox

South Kent

- 1st GP14 I Parris/P Cussen
- 2nd Enterprise D Vettergreen/A Nother
- 3rd Wayfarer R Dutton/D Dewie

I would like to remind everyone that prizes for these events will be presented on 1st December after the last Froelike race.

Looking forward to 1992

As you read this, the preparation of next year's sailing programme is nearing completion. It is once again biased towards class racing, since this is where I feel the Club's future lies and this year's turn-outs project us towards.

We shall be running 3 weekends of open meetings:

RNLJ Race	4th May
Tasar/Laser	17th May
Miracle/GP14	28th June

On the weekends of 17th May and 28th June no handicap racing is offered. This is to ensure all the Club's resources go into running first class events.

The South Kent race is being run much earlier in the year to enable another shot at it if the South Kent busy is not reached at the first attempt. In the case of a second attempt to race to this elusive busy feeling, the silver cup will not be presented since your Sailing Committee feel that the intent of the race has not been fulfilled.

I would just take this opportunity to wish you all good sailing for the remainder of the year, and success in 1992.

Patrik Ward

Laser . . .

Thank you to all fleet members who ventured out through the season, come rain or shine, fair wind or foul, and helped the Laser fleet to achieve the highest average turn-out of all the fleets at the Club. To all you non Laser sailors who want exciting, competitive racing without the hassle of having to find a crew, you now know where to come.

The Late Summer Points Series saw some excellent racing with over a dozen boats on the water on a number of occasions. Overall honours went to Paul Kirk by a short head from Keith Borders and Martin Cockersole. Paul has now moved out to Germany and his regular appearances at the front of the fleet in his veteran Laser will be missed next year.

Other members of the fleet also had successful summers. Peter Belcher produced a good set of results on the UK circuit and qualified for a place at the European Championships in Northern Spain while Gordon Belcher's results at the Mumbles National Championships saw him come away with the title of "Grand Master". Meanwhile, back at Wilsonian, consistent performances throughout the season by Simon Coppen saw him lift the Club's Juniors Trophy.

The Autumn Points Series was generally sailed in

fine weather but no wind. The race in which it took me twenty minutes to get to 28 and two hours to return is permanently etched in my memory! In all, only 8 races were completed out of the 12 scheduled, but it was a very pleasant run up to the Frostbite Series.

Looking ahead, I expect many of us will now be looking forward to a period of hibernation before getting back out on the water next spring. To those of you contemplating the Frostbite Series: I'll see you at the bar after the race. However, I hope that the high turn-outs of the summer will be reflected in the turn-outs for the winter working parties which are mentioned elsewhere in this newsletter (it might be the only exercise I got before next March).

In the meantime, I want to try to update the Fleet records, which are currently non-existent, so I would be grateful if you could all drop me a line, at 61 Lockesfield Place, London E14 3AJ, to tell me your address, telephone number and any changes or improvements you would like to see in the way the fleet is run. This will also enable me to send you an invitation to the fleet prizegiving ... coming soon ... not to be missed ...

Andrew Hewett



Miracle . . .

By the time you read this another season will have finished, my second as fleet captain and from my struggle to write this, time for new ideas, enthusiasm and time to do justice to the job. I think it helps if the fleet captain is also a measurer and goes to the class nationals... I believe Adrian Linder is going next year. If your boat or sails require measuring please contact Adrian!

This was a good year for the fleet, with some notable achievements:

- Club boats in Southern Area
- Club boats at Nationals
- Regular Club representation at open meetings, sometimes with 3 or more boats

However, the open circuit has had an effect on Club turn-out with averages of 5.6 for Spring, 4.5 for Summer and 6 for Autumn, reflecting the strong attendance at open meetings in the summer. I benefited as all the opposition was away trouncing other fleets for the summer series, but less parochially the effect has been to raise noticeably the standard of the whole fleet.

Boats For Sale

On a less competitive note, the fleet has 29 members at present and, thanks to John Smith's sterling efforts in locating that rare commodity Miracles for sale, this should be increased by at least three next year.

Results

Summer AM Points

- 1st M Smith
- 2nd P Abolton
- 3rd R Jones

Summer PM Points

- 1st M Smith
- 2nd A Linder
- 3rd R Jones

Autumn Points

- 1st P Abolton (with 5 firsts - well done!)
 - 2nd P Ward
- the seas are back!

Diary

Two important dates for your diary:

25th January '92 - Fleet evening at John & Sue Smith's (28 Mitchell Close, Wilmington). Please come along, it's a pleasant evening and a chance to make your views known. Thanks to Sue for the continuing hospitality and to John for building a new extension for the larger fleet.

29th March '92 - Start of season - be there!

Martin Smith

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GP14 News . . .

GP14s - The Class To Beat

(But you have to catch it first)

Hopefully you are reading this before the 7th December 1991! Which is the date of our fleet evening. Therefore, if you have not received a letter from me inviting you and you think you should have done, please contact me.

Results 1991

Spring Points

- 1st Ian Parris & Paul Cussen
2nd Brian Warwick & Ray Blyth
3rd Mike & Doug Innes

Early Summer Points

- 1st Mike Doherty & Keith Lennox
2nd Brian Warwick & Ray Blyth
3rd Ian Parris & Paul Cussen

Late Summer Points

- 1st Ian Parris & Paul Cussen
2nd Mike Doherty & Keith Lennox
3rd Brian Warwick & Ray Blyth

Autumn Points

- 1st Ian Parris & Paul Cussen
2nd Mike Doherty & Keith Lennox
3rd Brian Warwick & Ray Blyth

GP Class Results in Club Events

- Juniors 2nd
South Kent 1st & 4th
Leigh Trophy 1st, 2nd, 3rd & 4th
Commodore's 1st, 3rd, 4th, 7th & 8th

and the Crundwell Platter (OAP's trophy - please don't hit me, Mike!)

We also have the highest turn-out by far for a two person boat.

An impressive total for the class - well done all.

Congratulations to all who have participated during the season. I hope you all achieved your goals. It has given me great pleasure sailing with you and I look forward to seeing you next season.

The Bad News

Unfortunately after just over a season, my right hand man Paul Cussen has managed to remove his ear plugs and decided to go his own way. I wish him the best with all his ventures and thank him for a very successful season.

The Good News

Paul will be replaced with a new, lighter, younger, more agile model (could not resist that, Paul!!!) in the form of Doug Innes (I must tell his dad sometime). Therefore the boat will be going even faster next season.

If the GP class is of interest to you, I will be pleased to arrange trial sails and to welcome you to sail with us.

It only remains for me to wish all the readers a merry Christmas and a happy new year, all be it somewhat early.

Ian Parris

Handicap "A" . . .

As we draw to the end of another season's sailing, I think the most remarkable feature of 1991 must be the distinct lack of wind every Sunday. During the week it has been alright, on Saturday there has been plenty of wind, but come Sunday and it is as if somebody threw the switch and peaceful serenity falls over the Medway. And Monday...

Notwithstanding this, we have had some very enjoyable sailing this year, both racing and cruising. It looks as if the cruise to Aylesford may become an annual event for some, and on the racing side the fleet seems to be closing up, both Wayfarers and Fireballs. To throw in a few statistics, if we ignore those races which do not count under our fleet rules (i.e. less than two starters), we have the following:

Number of boats racing	14
Number of races sailed	31
Average turn-out:	Fireball 2.5
	Wayfarer 1.9
	Overall 4.5

As Patrick Ward has mentioned in his report (that's the advantage of being the Editor - you get to read everybody else's reports before you have to write your own), we hope that the Fireballs may achieve fleet status at the end of 1992, and I would hope that the Wayfarers will be there too. To get fleet status, we must achieve an average turn-out of 4.0 boats throughout the year. Unfortunately the average is not worked out on the basis of "races which count", so we have a fair bit of work to do. This year's averages, on the basis of all races (including those which were abandoned due to lack of wind - a contentious issue, I'm sure) are rather short of the necessary 4.0, so next

year, let's have everybody there for an early start at the beginning of the Spring Series.

Fleet Evening

Our fleet evening is being held at Bob Jeffery's house on Friday 6th December, at about 7:30pm. Bob lives at 37 Mount Road, Berstell. If you need instructions on how to get there (and I certainly did!) then phone either Bob or myself. The format is "bring a plate" (preferably with some food on it!). There will be plenty to talk about that evening, and don't forget that's when the prizes are presented - be there!

Spring Points

1st FB	14175	David & Fiona Tezer
2nd W	84	Bob Dutton & Doreen Davis
3rd FB	11599	Garry March

Summer AM Points

1st TOY	215	Martin Jones
2nd W	84	Bob Dutton & Doreen Davis
3rd W	7261	Brian Ward

Summer FM Points

1st W	84	Bob Dutton & Doreen Davis
2nd TOY	215	Martin Jones
3rd W	847	Len Ayrin

Autumn Points

1st FB	14175	David & Fiona Tezer
2nd W	84	Bob Dutton & Doreen Davis
3rd FB	10744	Steve Gibbins & Chris

David Tezer

Thankyou Martin Jessop . . .

for wading into waist deep mud (back in October - remember?!) to recover the Club buoy.

J Smith

Handicap "B" . . .

This season has seen 21 people entering the Handicap "B" points series races, which is quite good. Unfortunately 10 of them raced three times or less, which is not so good.

According to the Sailing Secretary's figures, our turn-out averages 3.7 boats per race, not quite the lowest figure when compared with other classes but almost certainly the lowest when compared with the size of the fleet. Should this worry us, from a Class point of view? Or from a Club point of view?

Here is a summary of the season's results:

Spring Points

- 1st John Parsons
- 2nd Ken Davis
- 3rd Martin Jones

Easter Cup

- 1st Ron Jordan

Whitsun Cup

- 1st John Parsons
- 2nd Martin Jessop
- 3rd Ron Jordan

Summer AM Points

- 1st John Parsons
- 2nd Brian Hennis
- 3rd Tom Sims

Summer PM Points

- 1st John Parsons
- 2nd Brian Hennis
- 3rd Sarah Groom

August Cup

- 1st Martin Jessop
- 2nd Mark Bew
- 2nd Terry Wright

Autumn Points

- 1st Ron Jordan
- 2nd Mark Bew
- 3rd David Hudson

Number of Points Series Races Sailed

- | | |
|------------------|------|
| 1st John Parsons | (20) |
| 2nd Ken Davis | (17) |
| 3rd Bob Godbold | (13) |

Ken Davis

Enterprise . . .

As predicted at the beginning of the season, 1991 has been a sparse year for the Enterprise fleet. The results below reflect all the boats that sailed in the series races. As a result of the low turn-out the Sailing Committee has decided that next season Enterprises will sail as part of the Handicap "B" fleet, thus ending 30 years of Enterprise fleet sailing at the Club.

There are many reasons for the decline of the Enterprise fleet, but I believe that one significant factor was the Club's policy of increasing the number of sponsored classes. Whilst not necessarily disagreeing with this decision, I do think that the existing and future committees must give serious consideration to the implications of allowing new classes into the Club. A small number of well supported classes is, in my opinion, much better than a greater number of poorly supported classes.

Southern Area Championships

The Enterprise season did have one highlight, however, with the Club very successfully hosting the Southern Area Championships in August. Although the weekend suffered from very light winds the event was nevertheless a very fitting end to Enterprise fleet racing at the Club. It is not the end of Enterprises at Wilsonian, however, and it is hoped that the class will continue to enjoy its racing within the Handicap class and perhaps find renewed interest.

Results

Spring Points Series

(no starters)

Summer AM Series

- 1st Dave Vettergreen
- 2nd John Talbot
- 3rd Chris Wastell

Summer PM Series

- 1st Dave Vettergreen
- 2nd John Talbot

Autumn Points Series

- 1st Dave Vettergreen
- 2nd Colin Treaswell
- 3rd John Talbot

Easter Cup

(no starters)

Whitsun Cup

- 1st Dave Vettergreen

August Cup

- 1st Dave Vettergreen

"Oppytunities" . . .

With the demise of the Mirror fleet, the Club has lost its feeder boat. No longer can GP14's and Enterprises expect a steady stream of newcomers making their way through the fleets. The Club needs a junior boat and I think that has got to be the Optimist.

The Club already has 3 and could run a fleet within the Saturday group.

The Optimist as a class for young people is second to none. The Association runs summer camps, training weekends and open meetings where an attendance of over a hundred boats can be expected.

Can our Club develop a fleet?

I believe so. Other clubs have built such fleets and

now enjoy large memberships as a result of it. Three of the Club's Juniors are taking the Oppy's to Bough Beech for winter training. We have the beginnings of a fleet, as if your son or daughter wants to join Andrew, Natalie and Lucinder, 'phone me or talk to our intrepid winter trio. All we need are children and boats.

John Smith (0322) 278927



Miracles at the 1991 Nationals . . .

70 Miracles from all over the country entered the 1991 National Championships at Ullswater, including 6 from Wilsonian. There were the usual ups and downs, but we all had high spots in a week where the racing was both highly competitive and generally good natured throughout the fleet.

Ullswater is one of the biggest lakes in the Lake District, bordered on two sides by high hills. However, the first two races on Monday were held under grey skies, with no sign of the mountain tops that give the venue such scenic views. In a hard fought and competitive second race, Pat and Jane Ward were first Wilsonian boat home in 22nd place, with Colin and Maureen Lown 25th.

Tuesday dawned with clear skies and no wind - great for admiring the views but no good for sailing! We waited all day for a racing breeze, but it didn't appear. Wednesday looked like being a repeat, but a faint breeze allowed a start to be made. After half an hour the wind died and the race was abandoned, with Bob and Natalie Jones the leading Wilsonian boat not far from the first mark.

Back on shore, waiting for the wind, SEGAS SC challenged Wilsonian to a paddle race. This could not be refused, so Rando was pressed into service - five in a boat, paddles and spinnaker poles at the ready. We lost the paddle race, but gained a creditable draw in the subsequent battle, repelling SEGAS boarders and Samantha and Tabitha managing to completely swamp the SEGAS boat!

This did the trick because the wind got up and there was a scramble to change and to rig the boats. After a good start Paul and Tabitha were well placed when there was a large wind shift on the second beat and we were suddenly 5th. This didn't last, but we ended up a pleasing 17th eventually.

Two races were held on Thursday. In the first race, Sue and John Smith were lined up for a start at the congested committee boat end when all the early boats

slid off down the line and a size gap appeared! Sue accelerated into it and went off in fine style to be first Wilsonian boat, in 20th place.

The second race was frustrating for many. In shifting winds and following one of the several general recalls during the week, Pat and Jane were leading Wilsonian boat most of the race, but Paul and Tabitha were creeping up. All other boats were forgotten for a time as they duelled to the finish, where just two seconds separated them for 22nd and 23rd places. Not like being back at Wilsonian! After the race Colin went down in the dunks - had he just scored his discard? Yes, he had!

Wilsonian had two honourable mentions at the Miracle Association AGM in the evening. Again, we had the most Association members, making us the biggest Miracle fleet in the country. We also had the highest turn-out so far this year in a Miracle Open, with 28 for the Southern Areas in June.

The last race on Friday morning and the championship leader, David Southwell from Leigh and Lewton SC, still had to finish in the top two to be sure of winning overall. This was the windiest race of the week, Force 4-5, and Kate and Sam had their best race, overtaking at least six boats on the way to the finish. Then they forgot to sign off!

Overall, Paul and Tabitha (2180) were 24th, Pat and Jane (3626) 30th, John and Sue (3620) 32nd and Colin and Maureen (206) 35th. Bob and Natalie (3024) had two did-not-starts which put them down to 50th overall and Kate and Sam (493), losing their best score by not signing off, were 68th. I think these results demonstrate the strength in depth we have in the Wilsonian Miracle Fleet.

Oh yes, I forgot - David Southwell is the Miracle National Champion for the second year running.

Paul Absolon (Miracle 2180 Rando)

DESPERATELY SEEKING MIRACLE!

If you know of one in reasonably good condition, please contact Rosemary Schlaepfer (051-303-4656) or Pam Howell (061-460-0922) evenings

Enterprise Southern Area Championship . .

The Club hosted the 1991 Enterprise Association Southern Area Championships on the weekend of 24/25th August, supported by the Londen Dinghy Centre. 16 visiting boats and 4 Club boats competed in warm weather with light variable winds.

Race one started with a reasonable SW breeze, but this decreased as the race progressed. The beat to the windward mark was against the tide and the choice of the correct option was important with these boats keeping close to the island generally fairs better. Colin Prince led for the first two laps but was then overtaken by Peter Bennett who held the lead until the finish. The wind dropped to almost nothing and made the final beat to the line a lottery, with Colin Prince retiring and allowing Geoff Carveith into second place with Nigel Bird third. Dave Vettergreen was the best placed Club boat, finishing in a very creditable 8th position against strong opposition.

Sunday dawned bright and sunny but a complete lack of wind caused the start of race two to be postponed for 1.5 hours until a light easterly breeze came up. Nick Jackson was first to the windward mark and could not be caught by Nigel Bird, who finished second, nor by David Mason who was third. Winner of race one Peter Bennett was fourth, and Dave Vettergreen was again the best Club boat in 16th position.

The wind thankfully picked up a little for race three

and although the tide was a significant factor Peter Bennett made the most of the conditions to lead from start to finish. Richard Grey was second ahead of Nigel Bird and David Mason who swapped places a number of times during the second half of the race. Peter Bennett's first place was sufficient to make him Southern Area Champion.

Dave Vettergreen, crewed by Simon Copden on Saturday and Brian King on Sunday, finished an excellent 12th with Ron Ramsden / Mike Smith behind in 14th place.

Thanks go to John Smith, Bob Jones and all other Members who were on duty for making the event a success in circumstances often made difficult by very fickle weather.

Overall Results

1. 21801 Peter & Lesley Bennett-Littleton
2. 22303 Nigel Bird & Nikki Prince-Bristol CYC
3. 21411 Nick & Ann Jackson-Borghfield
4. 20807 David Mason & Adrian Edward-London CYC
5. 15249 James R & James C Stewart-Dell Quay

Tony Dewynter

Tying Down Boats in the Dinghy Park . . .

much discussed topic this one and the dinghy park exhibits a whole variety of methods that have been adopted.

The anchor requirement is to prevent the snatch of a gust of wind rolling a boat off it's trolley as an insurance against damage to it and surrounding boats.

The safety requirement, which in my view is paramount, is to eliminate any hazardous obstruction protruding above ground level. We do have young children running around and spikes/stakes sticking up are potential hazards. I am sure I am not the only one to have stubbed a toe from time to time.

Again, any insurance premium needs to be low cost.

So one Sunday morning when we decided not to sail but to tune (fiddle with!) the boat, I found some

discarded pieces of driftwood and some discarded odd lengths of rope.

Two stakes, approx. 3"x3/4"x12" were cut off, a hole drilled near one end, a rope loop tied in and each stake hammered in so that the top was flush or just below ground level.

An effective, safe, low cost solution.

In time, the wood or rope or both might rot away, but at a nil replacement cost, why worry?

As with any safety equipment which is only rarely called into use, regular testing is required; each and every time it is used, give a good pull, but don't give yourself a back injury, the stakes resist quite well.

Ron Tibbo

An Expedition to the Upper Reaches of the Medway . . .

The First Trip to Aylesford

In June we went on the first trip to Aylesford but because we started too soon in relation to the tide we found there was too little water in the river when we made our way upstream above the motorway bridge and we had about six inches to sail in, so we decided to do the trip again at a later stage of the tide. The problem was to catch a good, strong flood tide to take us upriver but still have enough clearance to get under Rochester Bridge.

The Second Trip

The second trip took place on Saturday 10th August. The day started cloudy but warm with a fair westerly blowing. We should have left at 8.30am but due to problems with a leaking outboard motor we didn't leave until 9.15am.

Six boats set off heading upriver towards Rochester Bridge. Although we had a late start we still had enough clearance to get under the bridge. It seemed that our flotilla were the only boats on the river at this time of the day. After rounding the bends of Limehouse Reach and Bridge Reach we came to the bridge which looked quite low from a distance. At this point I thought "I hope I've worked out the tide height correctly", but there was no problem and we sailed under on a boat with 1.5m to spare. As we got upstream of the bridge the turbulence of the river rushing under it became quite severe and the boats were buffeted about by the swirling waters. We hung around just clear of this open area for a bit for one of the slower boats to catch up and for another of the boats to be repaired (so soon?).

Rochester

We all set off again in strange waters now, past the town of Rochester with its castle and cathedral spire on the sky line, through Tower Reach, Wickham Reach and under the motorway bridge - no problems with height here! Passing a solitary heron on the bank and disturbing some swans who seemed to resent our progress upstream, we tacked from shore to shore with the westerly wind, trying not to get stuck on the mud banks, the fast flowing tide taking us up river.

Cuxton

The sun shone as we passed Cuxton and it became a lovely hot day. The river started to twist and narrow as we approached Horseshoe Reach and the wind

became uncertain as the river banks began to close in. We got round the huge twist in the river with the paper mill and huge bales of paper dominating the scenery, sometimes clovehauled, sometimes reaching and sometimes running, sailing past a silted up creek at Eccles that the old sailing barges once used.

By this time two boats that had fallen behind due to lack of wind were being towed for a short distance until we caught up with the leaders so that we would all arrive at Aylesford at the same time, but the river had a lot of bamboo type weed and twigs floating on it which made towing difficult as it jammed up the outboard. We soon caught up with the others and began to sail again through Middle Cut, past the sewage outfall (phew!). The river was as narrow now and we were hemmed in by trees either side which hampered the wind causing it to blow round in circles, but the tide still carried us upwards.

Aylesford

On our left we passed the 18th century Friars Priory, an ancient religious order of Carmelite monks. Another half mile and we reached the old stone bridge at Aylesford, a very pleasing sight. After some time all six boats were moored up on the right bank directly below the bridge and we were greeted by the church bells (a wedding was taking place at the time). We scrambled up the bank onto a well kept grass area to have lunch, a picnic for some and pub grub for others. It really was a hot, sunny day and after eating and drinking (alcohol) some went to sleep while others sun-bathed.

Lunch

After lunch I went to the village shop. "We've just sailed up from Upnor and it took us four hours", I said to the woman who served me. "Oh", she said, "I've a daughter who lives at Upnor, it only takes me 20 minutes by car when I visit her". Some people you can't impress.

At around 2pm we watched the tide stop, turn and flow the other way. At 3pm it was time to depart to catch the boat of the ebb for the long journey back.

Downstream

After tacking in the upper reaches we made our way downstream and just before the motorway bridge we had quite a strong wind behind us, a beautiful sail back, running and reaching (no need for the engine

now) on a warm summer's evening. We reached the Club around 6pm.

After putting the boats away we went for a swim in the river to cool off and then to the pub for an evening meal.

We had sailed a distance of 27 miles and at the end of the day it felt like it, with tired and aching muscles.

The Committee Room Clock . . .

School/Industry Links

The Committee Room now has a clock in the shape of a pennant with WSC in the top, left-hand corner, S11y in the bottom, left-hand corner and the Club burgee in the right-hand corner.

The clock was made by a "company" called Clock Mad, a company that existed for one week and consisted of five 4th year boys at St Olaves school at Orpington.

For several years I have devoted some time helping to establish school-industry links. The objectives are quite simple

- to give youngsters at school some contact and experience with business and industry, the real world;
- to complement the school learning process with relevant examples in industry;
- to help careers staff provide opportunities for pupils to explore a wider base of career options.

Activities are:

Work visits: Looking at processes relevant to curriculum items. I have taken several groups of students around a highly automated oil industry plant linking the computing applications to studies on computing and control technology.

Work Shadowing: An individual student "shadows" an MD, a senior manager or research engineer as relevant to the student's needs. Usually applies to sixth form level.

Work Experience: Doing a stint, from 2-6 weeks, preferably on a project associated with an area of study.

but it was worth it for the adventure was most enjoyable, seeing parts of the river normally only seen from the bank, negotiating the twists and turns, seeing the changing pattern of scenery as we passed. Yes, it was a good day. We might even do it again next year.

Peter Hampson

Mini Enterprise: The whole 4th year breaks into small groups, 2-7 in number, each of which becomes a mini company. Each group works up ideas for a product or service, carries out market research, solves technical problems, prepares a business plan and "obtains" a bank loan.

Finally, for one full week the normal school timetable is abandoned and the "company" is live.

The company activities are many and varied:-

Making clocks, Personalized beer glasses, Disco, Printed T-shirts, Making cakes, Car washing, Making Christmas decorations, to name some.

At the end of the (frantic!?) week each company presents its results and goes into liquidation.

The main benefit is the learning and experience in the process; the enthusiasm and motivation generated is tremendous. "Can we go on for another week and do even better?" is quite a typical comment.

A secondary benefit is a contribution to charity; this year the "profits" were £500.

During this overall period of 6-8 weeks each group has the help of a Business Adviser, usually someone from local industry or commerce who helps and guides.

So that is how the Committee Room clock came into being.

If any Club Members are interested or have opportunities in the work place that they could offer, contact the school careers people or have a chat with me.

Ron Tibbs

Members Who Don't Race! . . .

Dear Editor,

This letter is a plea to Club Members who don't race!

Recently, some of us in the Miracle fleet were talking about turn-outs for the Club racing and wondering why more people don't take part, when these of us that do find it so enjoyable. Of course, not everybody wants to race, but there may be some who are put off by an apparent need for specialist knowledge, or expense on equipment and sails.

These things may be true for the Olympics, but are they necessary at Club level? Thinking about this, I got out my copy of "Start To Win" by Eric Twinn and tried to work out from it what were the most important factors for anyone who wishes to start club racing. This produced a completely different set of priorities! This list was the result:

1. Get to the club in time to prepare the boat properly and write down the course.
2. Know where the marks are and work out beforehand the best route and when you might tack or gybe.
3. Be right near the line at the start, so the others don't get a head start.
4. Sail upright (spilling wind where necessary) and in

Sailboat '92 . . .

Crystal Palace

7th & 8th March 1992

I'm pleased to report that we shall be exhibiting again in March in Hall 3 as usual.

I would be pleased to hear from Class Captains if there are any specific requests or material they would like displayed on our stand or in fact if any Member has any suggestion to make.

If anyone has any new photographs we could use, ideally 5"x7" or larger, that can be dry mounted onto card, I would be grateful to receive them by the end of January.

As in previous years, we hope to have enough volunteers to have a change around of persons manning the stand every two hours. In return, all being well, I hope to receive enough exhibitor passes to

clear air, keeping away from other boats in front that will disturb the wind.

5. On the beat, tack on the "headers" by looking for the jib huff to start fluttering. Very clever people gybe on windshifts downwind so well!
6. Using (or avoiding) the tide can result in some very strange routes being the fastest to the finish line.
7. Keep equipment simple. Eric Twinn says much more important to trim sails properly!
8. Get your boat into basic tune. Class Associations (or anyone in the dinghy park!) are good sources of information.
9. If you do all the above, any old set of sails will do. The ones you've got will be fine!

I would say that these points are in order of importance and show that you don't have to spend a lot of money to start racing. It's also true that if more people go racing it's more fun for everyone who takes part. So, if you don't race at the moment, how about giving it a go next season?

Paul Absolon (Miracle 9180)

enable all helpers to have free entry to the exhibition as in previous years.

I have already started to receive commitments and would like to try and have your pledges of help this year before the AGM in February.

Anyone who would like a poster to display promoting Sailboat '92 please let me know. I shall have some available at the Dinner Dance and shall make sure they are in the Committee Room at the Club in time for the work parties.

Pledges of help, photographs, poster requests, new material or comments to me please:

John Talbot

21 Cherrydown Road, Albany Park, Sidcup DA14 4PF

Tel: 081 302 8112

Rod Rigging's Report . . .

I guess you're all waiting to copy my latest tuning idea - all in good time. I must first comment on the chap in the helmet trying to disprove Newton's Law of Gravity with the piling rig. Surely I last saw such a sight in my history books, was it 1500 BC or 3000 BC in Egypt, and if we can catch the blighter who keeps putting "Legend" back in the boat park after we've all gone home we'll give him what for!

My latest crew is coming on line, he's developed that severe stare to a tee and enjoys telling everybody a nizzle from the start "your rudder's up" and shouts a "starboard" that would make a Pit Bull snigger.

Having solved the rig tension theory, I am now turning my attention to the old "wooden echo sounder". My builder told me it was a gybing board but I'm convinced he just b—d up the measurements.

I've just developed this magic coating which eliminates water resistance, it's L'Oréal Studio Line hair gel from Boots the Chemist, stick up now before Jack Holt tries to charge you double for the same thing!

Just as a parting thought, why do the Graduate fleet keep doing buoyancy tests? Watch this space!

Rod

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